

**BY ORDER OF THE  
SECRETARY OF THE AIR FORCE**



**AIR FORCE INSTRUCTION 11-418**

**1 MARCH 2002**

**8TH FIGHTER WING COMMAND  
Supplement 1**

**21 APRIL 2003**

***Flying Operations***

**OPERATIONS SUPERVISION**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction implements AFD 11-4, *Aviation Service*. It establishes the responsibilities, requirements, procedures and training for the supervision of flying operations. This instruction applies to all Air Combat Command (ACC), Air Education Training Command (AETC), Pacific Air Forces (PACAF), United States Air Forces in Europe (USAFE) (Air Combat assets only), Air National Guard (ANG) and Air Force Reserve Command (AFRC) flying units. This instruction does not apply to the United States Air Force (USAF) Aerial Demonstration Team (Thunderbirds), USAF Academy, Air Mobility Command (AMC), all -135 aircraft, E-4, and USAFE/AFRC/ANG Mobility assets i.e. (C-130, C-5, C-141, etc) to include the 156th PRANG. Send comments and suggested improvements to this publication on AF Form 847, **Recommendation for Change of Publication**, through channels, to HQ ACC/DOTO, 205 Dodd Blvd, Suite 101, Langley AFB VA 23665-2789. Maintain and dispose of all records created as a result of processes prescribed in this instruction according to AFMAN 37-139, *Records Disposition Schedule*.

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**(8FW)** This instruction implements AFI 11-418, *Operations Supervision*. This instruction applies to all assigned, attached, or associated units to the 8th Fighter Wing (8 FW), Gunsan Air Base, Republic of Korea. The waiver authority for this supplement is the 8 OG/CC.

**SUMMARY OF REVISIONS**

This change incorporates interim change (IC) 2002-1. There are administrative changes throughout. The instruction now applies to Unmanned Aerial Vehicles (UAVs) and United States Air Forces in Europe (USAFE) air combat units only, but does not apply to Air Mobility Command (AMC), USAF Academy, all -135 aircraft, E-4, and USAFE/Air Force Reserve Command (AFRC)/Air National Guard (ANG) mobility assets. The SOF duty day is explained correctly. Reference to Air Logistic Center at San Antonio, TX (Kelly AFB) is deleted. Conference Hotel information is updated and E-8, RQ-1, T-6 Conference

Hotel information is added. H-3 and C-27 is deleted. A bar ( | ) indicates revisions from the previous edition.

(8FW) This change clarifies management of the Top-3 program (paragraph **2.2.1. (Added)**); Top-3 crew rest requirements (paragraph **2.2.1.1. (Added)**); Ice FOD procedures change (paragraph **4.2.8.2. (Added)** through **4.2.8.2.4. (Added)**); divert airfield designation (paragraph **4.2.9. (Added)**); divert procedures (paragraph **4.2.12. (Added)**); Top-3 report times (paragraph **4.3.1.1. (Added)**); SOF tour length (paragraph **9.2.1. (Added)**); and SOF report and duty times (paragraph **10.4.1. (Added)**). New or revised material is indicated by asterisk ( \* ).

**AFI 11-418, 1 March 2002, is supplemented as follows:**

1.	General. ....	4
2.	Operations Supervisors: ....	4
3.	Supervision of Flying Operations. ....	4
Table 1.	Minimum Flying Unit Supervision Requirements. ....	5
4.	Responsibilities of Supervisors: ....	6
5.	Responsibilities of Other Key Unit Personnel: ....	10
6.	Handling of In-Flight Emergencies: ....	11
7.	CONFERENCE HOTEL Aircraft Specific Procedures: ....	12
8.	SOF/ATC Relationship: ....	12
9.	Duty Hours: ....	12
10.	SOF Duty Location: ....	13
11.	SOF Equipment: ....	14
12.	SOF Qualifications: ....	15
13.	SOF Currency/Recurrency. ....	15
14.	SOF Upgrade Program: ....	15
15.	SOF Continuation Training (CT): ....	16
16.	Provisions for Smaller Than Wing-Sized Units. ....	17
17.	SOF Program Administration: ....	17
18.	Unit Supplement: ....	17
19.	Waivers. ....	18
<b>Attachment 1— GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION</b>		<b>19</b>
<b>Attachment 2— SOF PROCEDURAL/EMERGENCY CHECKLIST</b>		<b>22</b>
<b>Attachment 3— SUPERVISOR OF FLYING CHECKLIST GUIDE</b>		<b>23</b>

<b>AFI11-418_8FWSUP1_I 21 APRIL 2003</b>	<b>3</b>
<b>Attachment 4— CONFERENCE HOTEL PROCEDURES</b>	<b>24</b>
<b>Attachment 5—IC 2002-1 TO AFI 11-418—OPERATIONS SUPERVISION</b>	<b>32</b>

**1. General.** The basic supervision structure for flying operations consists of the Operations Group Commander (OG/CC), the Supervisor of Flying (SOF) and the squadron supervisors, i.e., Operations Supervisor (Ops Sup) and Stand-by Duty Officer (SDO). The chain of supervision begins with the OG/CC, through the SOF, down to the individual squadron supervisors. Specific duties and responsibilities of each are defined later in this instruction. Paragraph 3. specifies the requirements for each position.

## **2. Operations Supervisors:**

2.1. Supervisor of Flying (SOF). When on duty, the SOF is the direct representative of the OG/CC and is the focal point for command and control of flight operations. The SOF is a group-level position and is the OG/CC's representative over-seeing flight operations. Decision authority is delegated to this position to accomplish the mission.

**NOTE:** SOF is not required for rescue/tactical airlift/mobility/OSA/special operations.

2.2. **Operations Supervisor (Ops Sup).** The squadron Ops Sup must be filled by the operations officer, assistant operations officers or senior flight commanders deemed qualified by the squadron commander and approved by the OG/CC. (**NOTE FOR ANG/AFRC:** OG/CC or Air Operations Officer (AOO) will determine requirements for Ops Sup and will determine the appropriate personnel to fill the Ops Sup position.) Squadron commanders can always fill the Ops Sup position, if available. During local flying operations, an Ops Sup will always be immediately available to the OG/CC, the SOF, command and control (C2) personnel or other supporting agencies to respond to any current operations issues requiring time-sensitive answers, decisions and/or actions.

2.2.1. (Added-8FW) The 8 OG/CC will determine policies and training programs for squadron operations supervisor (Top-3). These policies and training programs will be developed by 8 OG/OGV. 35 FS and 80 FS will execute Top-3 upgrade programs and document successful completion in upgrading individual's training folder. The squadron Top-3s will be approved by 8th Operations Group Commander (8 OG/CC).

2.2.1.1. (Added-8FW) Squadron Top-3s will have a maximum duty day of 12 hours and will comply with pilot crew rest requirements.

2.3. **Stand-by Duty Officer (SDO).** The SDO is a qualified squadron member, designated by the squadron operations officer, who has the authority to make ops-related decisions and recommendations. The SDO is necessary when the squadron has on-going off-station operations. These operations include sorties that do not otherwise qualify as deployed sorties. When on duty, the SDO will be available to the OG/CC, the SOF, C2 personnel and other supporting agencies to respond to squadron operations issues.

**3. Supervision of Flying Operations.** All levels of flight operations may not require each supervisory position to be manned. A squadron-level supervisor is always required (Ops Sup/SDO), but other factors enter into the decision if the group-level SOF position should be manned. (**NOTE FOR ANG/AFRC:** OG/CC or AOO will determine Ops Sup requirements). **Table 1.** outlines the minimum supervision requirements.

**Table 1. Minimum Flying Unit Supervision Requirements.**

Type of Operation	SOF Location	Ops Sup Location		SDO Location
	All Aircraft 1	Fighter	Non-fighter	All Aircraft
Daily Flying Ops	Duty Location <sup>2</sup>	Squadron <sup>3</sup>	Available <sup>5</sup>	N/A
Reduced Flying Ops	N/R	Squadron <sup>3</sup>	Available <sup>5</sup>	N/A
On-Going Off-Station Sorties	N/R	N/R	N/R	Available <sup>5</sup>
Out of Local Area Ops	N/R	Squadron <sup>3</sup> Available <sup>6</sup>	Available <sup>5</sup>	N/A
(Re)Deployment 4 A/C	N/R	Squadron <sup>3</sup>	Available <sup>5</sup>	N/A
(Re)Deployment ≥ 5 A/C	Duty Location <sup>2</sup>	Squadron <sup>3</sup>	Available <sup>5</sup>	N/A
Deployed Operations	If required, Duty Location <sup>4</sup>	Deployed Ops Facility <sup>3, 4</sup>	Available <sup>4, 5</sup>	N/A
Cross Country Dept/Return	N/R	Squadron <sup>7</sup> / Available <sup>7</sup>	Available <sup>5</sup>	N/A
Functional Check Flight (FCF)	N/R	Per unit supplement	Per unit supplement	N/A
Air Defense Scrambles	N/R	N/R	N/R	N/R

**Notes:**

1. SOF is not required for rescue/tactical airlift/mobility/OSA/special operations. ANG/AFRC may combine SOF and Ops Sup duties.
2. Duty location as directed by paragraph 10. and unit supplement.
3. The designated supervisor will be in the unit operations complex and can be immediately contacted/summoned by telephone, pager, radio or intercom.
4. For deployed operations, the detachment commander (DETCO) will coordinate with host base OG for supervision requirements. This may involve integrating into the host base SOF and/or Ops Sup program.
5. The designated supervisor can be immediately reached by telephone, pager or radio.
6. Extended operations out of local area requires the Ops Sup to be in the squadron until 45 minutes after departure and 45 minutes prior to arrival.
7. For cross-country departures, Note 3 applies. For cross-country recoveries, Note 5 applies.

**3.1. Types of Operations.** Classifying types/levels of flight activity is the basis for designating minimum supervision requirements. The definitions for types of operations that are used in **Table 1.** are:

3.1.1. **Daily Flying Operations.** Normal or surge operations at the unit's home station (this does not include other types of operations defined below).

3.1.2. **Reduced Flying Operations.** Operations, scheduled or unscheduled, that occur when majority of the unit is not flying. Under these conditions, OG/CC may direct that the group-level SOF position is not required.

3.1.3. **On-Going Off Station Sorties.** Missions/sorties that do not takeoff or land at home station.

3.1.4. **Out of Local Area Operations.** Missions that take off and land at home base but operate outside the local area for extended periods of time. These missions usually have primary emergency landing fields other than home base.

3.1.5. **Deployment/Re-deployment.** The departure from home station to another location or return to home station from another location.

3.1.6. **Deployed Operations.** Flight operations away from home station that are part of a deployment, exercise or contingency.

3.1.7. **Cross Country Departures>Returns.** Aircraft departing from or returning to home station for other than a deployment, exercise or contingency.

3.1.8. **Functional Check Flight (FCF).** Aircraft launched to ensure it is airworthy and capable of accomplishing its mission.

3.1.9. **Air Defense Scrambles.** Aircraft launched on a scramble order in an Air Defense/Defensive Counter Air role from an alert posture.

3.2. **Minimum Supervision Requirements.** These are outlined in [Table 1](#), for each type of operational requirement. The OG/CC may impose additional requirements depending on local circumstances.

#### 4. Responsibilities of Supervisors:

4.1. OG/CC will:

**NOTE:** For the purposes of this instruction, the term operations group commander also refers to the designated representative.

**NOTE FOR ANG/AFRC:** OG/CC or AOO will:

4.1.1. Be responsible for the implementation, direction and execution of the SOF program.

4.1.2. During local flying, be immediately available to the SOF for consultation.

4.1.3. Ensure tenant flying units use host/tenant memorandum of agreement (MOA)/letter of agreement (LOA) to avoid duplication of effort, where appropriate.

4.1.4. Be the final approval authority for unit supplement to this instruction.

4.2. SOF will:

4.2.1. Be on duty when required by [Table 1](#), or when directed by the OG/CC.

4.2.1.1. (Added-8FW) A SOF will be designated for any planned launches or recoveries on weekends or outside of the normal flying window. See paragraph **10.4.1. (Added)** for SOF alternate duty location.

4.2.1.2. (Added-8FW) ROKAF Supervisor of Flying (SOF) will be present during all periods of ROKAF 38 FG operations.

4.2.1.3. (Added-8FW) When 8 FW and ROKAF 38 FG are conducting simultaneous operations, SOFs of both units will coordinate on all matters concerning flight operations. If a conflict of interest arises, the 8 FW SOF has final decision authority.

4.2.2. Be responsible to the OG/CC for monitoring and supervising all phases of unit flying operations and will provide advice, assistance and recommendations to aircrews, supervisors, command and control personnel and support agencies regarding the safe and efficient conduct of flight operations.

4.2.2.1. (Added-8FW) The SOF will advise the 8 OG/CC or designated representative when prevailing or forecast ceiling and visibility is below 1,000' and 3sm, or intermittently below 500' and 2sm, with flying in progress or scheduled in the next hour.

4.2.3. Remember that safety is the first priority. If safety is an issue, the SOF has the authority to direct appropriate actions, on behalf of the OG/CC, to correct/prevent unsafe situations. This includes the use of any and all resources to include radios, FM nets, telephone hot lines and all wing-flying operations on the ground or in the air.

4.2.4. Prior to the first launch, ensure the airfield status is suitable for safe operations in accordance with (IAW) Air Force, major command (MAJCOM) and local directives.

4.2.5. During an emergency or an abnormal situation, provide aircrews with timely advice and assistance to determine a correct course of action to safely recover the aircraft.

4.2.6. Be in a position to visually monitor the final approach and landing of in-flight emergency (IFE) aircraft. If unable, the SOF will direct another highly qualified aircrew member to be in position to monitor the landing and provide needed assistance or guidance. (**NOTE FOR ANG/AFRC:** Not required.)

4.2.7. Closely monitor the status of primary and emergency airfields and inform aircrews of changes that may affect flight operations.

4.2.7.1. (Added-8FW) If conditions dictate a change of alternates or bingo fuel, the SOF will ensure all airborne flights receive the new information. The SOF shall follow the same contact procedures as described in paragraph **4.2.10. (Added)**, Recall.

4.2.8. When deteriorating weather conditions affect flying operations, coordinate with wing agencies and utilize all available resources (i.e., weather, radar, tower personnel, pilot reports [PIREPs], etc.) to determine the best course of action for wing aircraft. This course of action could extend to departures and recoveries as well as divers. The SOF will determine suitability of, assign, and monitor weather alternates. When necessary to ensure safe flight operations, the SOF will coordinate with the air traffic control (ATC) watch supervisor or senior controller for runway changes.

4.2.8.1. (Added-8FW) The SOF may request a reevaluation of weather conditions through the 8th Operations Support Squadron, Weather Flight (8 OSS/OSW) duty forecaster when

changes occur which affect flying operations (deteriorating or improving weather). 8 OSS/OSW will reevaluate the weather conditions upon the SOF's request. The duty forecaster will update the SOF on current weather conditions after the reevaluation, even if a change to the current observation is not required by instruction. The SOF will pass Pilot Reports (PIREPS) to 8 OSS/OSW and tower watch supervisor as appropriate.

4.2.8.2. (Added-8FW) Ice Foreign Object Damage (FOD) Procedures. The 8 FW SOF will determine whether Ice FOD procedures are necessary based on current and forecasted weather conditions during the 8 FW flying window. If the 8 FW SOF determines that Ice FOD procedures will be in effect, he will inform the MOC and the flying squadrons. These procedures are in addition to procedures found in AFI 11-2F-16V3, *F-16 Operations Procedures*, paragraph 3.3.3.

4.2.8.2.1. (Added-8FW) When Ice FOD procedures are in effect, the SOF and squadron Top-3s will ensure that the pilot of the first aircraft to be started that day starts five minutes early with the aircraft parked outside of the HAS or flow (aircraft may be started in the HAS and taxied out front). If this aircraft does not experience inlet icing, the pilot will inform the SOF. The SOF will call both squadron Top-3s. Top-3s will announce on their squadron common UHF and through the maintenance net that the remaining aircraft are cleared to start. However, this does not terminate Ice FOD procedures.

4.2.8.2.2. (Added-8FW) Squadron Top-3 will ensure with maintenance supervision that aircraft waiting for the hot-pits have an area that is cleared of all standing water, slush, snow, and ice and have an Ice FOD observer in place. The last step in the removal process will be to squeegee the cleared area in order to ensure there is no standing water.

4.2.8.2.3. (Added-8FW) During times of Ice FOD potential, the SOF will restrict the number of aircraft that are holding in EOR by limiting the number of flights that can taxi. The SOF will contact the MOC to determine how many observers are available. A total of eight aircraft will be allowed to hold in EOR (six in EOR and two on the high speed taxiway). Once the aircraft arrive in EOR, one dedicated individual per two aircraft will remain in a position to observe intakes. A flashlight will be used at night to monitor the inlet lip.

4.2.8.2.4. (Added-8FW) If ice buildup occurs, the SOF will be responsible for ensuring that all aircraft on the airdrome with visible ice buildup shuts down immediately. Those without ice buildup will taxi to park and shutdown.

4.2.9. (Added-8FW) SOFs will designate a primary and secondary divert airfield daily. Both will meet divert airfield weather requirements. The secondary divert airfield will be monitored with the same diligence as the primary in case the primary becomes no longer suitable. Bingo fuel requirements will be based on the distance to the primary divert only. Bingo fuel calculations are defined in the 8 FW In-Flight Guide.

4.2.9.1. (Added-8FW) To avoid confusion with Osan, Seosan AB shall be referred to by the SOF and on Automatic Terminal Information Service (ATIS) as "Haemi."

4.2.9.1.1. (Added-8FW) Under normal circumstances, the SOF will choose from the following (in order of preference) when selecting divert airfields: Osan, Haemi, Gwangju, and Daegu AB. If circumstances preclude using the airfields listed above, the following are also acceptable divert airfields: Yechon, Cheongju, Suwon, Sacheon, Gangneung, Jungwon, Wonju, Iwakuni (Japan), Fukuoka (Japan), Tsuiki (Japan), Yokota (Japan) and



Atsugi (Japan). Notify the 8 OG/CC (or designated representative) prior to selecting an alternate airfield other than Osan, Haemi, Gwangju, or Daegu. The following airfields are suitable emergency landing fields, but should not be selected as primary or secondary divert airfields: Gimpo International Airport (IAP), Incheon IAP, Seoul AB, Pohang, Pusan, Camp Humphreys (A-551), and Jeju IAP. Gimhae IAP may be considered as a divert airfield when the USAF detachment (Defense Contract Management Agency, DSN 787-4415) is conducting flight operations. At all other times, arresting cables will not be available and Gimhae IAP should be considered as an emergency-only airfield.

4.2.9.2. (Added-8FW) Runway 36 is the primary instrument and preferred runway. The active runway will be changed when the steady state tailwind component is ten knots or more. The SOF may delay runway change for safety.

4.2.10. (Added-8FW) **Recall.** The 8 OG/CC is responsible for aircraft recall. The SOF is accountable for execution of the recall. The SOF will issue instructions through the Control Tower, Radar Approach Control (RAPCON), 8 FW Command Post (8 FW/CP), Airedale, and Koon-Ni and Pilsung ranges. The SOF will notify the 35 FS and 80 FS Top-3s of the recall. Controlling agencies will advise the SOF of contacted aircraft call signs. The SOF must ensure all airborne aircraft have been contacted and will use guard frequency and/or individual flight VHF frequencies if necessary.

4.2.11. (Added-8FW) **Exercise Procedures.** During flying operations, 8 FW/CP will notify the SOF if a general recall has been started. The SOF will monitor 8 FW/CP UHF (277.2) when possible.

4.2.12. (Added-8FW) **Diverts.** If aircraft are diverted to the alternate, the SOF will contact 8 OG/CC, SODO, RAPCON, 8 FW/CP, and 8th Operations Support Squadron, Airfield Management Operations (8 OSS/OSAM), and inform them of the aircraft call sign, aircraft type, number of aircraft in the formation, munitions load, divert airfield, estimated fuel reserve upon arrival at the initial approach fix and any other pertinent information dependent on the specific situation. 8 OSS/OSAM will pass this information to Incheon Air Route Traffic Control Center and the Airfield Management Officers at the divert bases. When divert is to a ROKAF base, SOFs will contact SODO as soon as possible for an immediate weather and airfield status update at the divert base. 8 OSS/OSAM will use every means available to them to ensure the Korean base understands the situation. Aircraft departures following divers require 8 OG/CC or designated representative approval prior to launching.

4.2.13. (Added-8FW) The SOF will update the SOF copy of the flying schedule with all changes and brief the follow-on SOF.

4.2.14. (Added-8FW) **SOF Report.** SOFs will complete the SOF report including details of in-flight emergencies, any other unusual occurrences, alternate changes, and equipment/facility deficiencies with their job control numbers. The closing SOF will take the completed report to 8 FW/CP. 8 FW/CP will forward the report to 8 OG/CD at the beginning of the next duty day for review. 8 OG/CD will forward the report to 8 FW, Chief of Safety (8 FW/SE) for their review. 8 FW/SE will forward to 8 OG/OGV for required corrective actions and filing. SOF reports will be maintained for six months.

4.2.14.1. (Added-8FW) SOF will call 8 OG/OGV (782-4797) with any problems and/or malfunctions to applicable SOF facilities, forms (i.e., FCIFs, publications, etc.) or equipment. 8

OG/OGV will coordinate with responsible agency for immediate action. Annotate all discrepancies in the discrepancy log.

4.3. Ops Sup will:

4.3.1. Be on duty when required by [Table 1](#).

4.3.1.1. (Added-8FW) A squadron Top-3 will be present for all squadron flights into or out of Kunsan AB. This includes flying on weekends or outside of the normal flying window. For local sorties outside of normal hours, the Top-3 will be in the squadron from 30 minutes prior to step until engine shutdown. For deployments and cross-country departures, the Top-3 will be in the squadron from 30 minutes prior to step until 30 minutes after takeoff. The Top-3 may depart the squadron 30 minutes after takeoff, but must remain available by telephone, pager, or radio until all aircraft have landed. For re-deployments and cross-country returns, the Top-3 will be in the squadron from 30 minutes prior to the estimated time of arrival until engine shutdown.

4.3.2. Be immediately available to assist the SOF.

4.3.3. When the SOF is not qualified in the distressed aircraft, be the primary source of technical assistance.

4.3.4. For multiple mission design series (MDS) squadrons and the SOF and Ops Sup are not qualified in the type of aircraft airborne, schedule a highly qualified crewmember to be immediately available for aircraft technical assistance.

4.3.5. Ensure the SOF is advised of any changes or deviations to the squadron's flying schedule.

4.3.5.1. (Added-8FW) The Top-3 will notify the FS/CC or FS/DO when unscheduled single-ship sorties occur.

4.4. SDO will:

4.4.1. Be on duty when required by [Table 1](#).

4.4.2. Be available by telecon or radio to respond to any current operational issues requiring time-sensitive answers, decisions and/or actions.

4.4.3. Ensure the SOF is advised of any changes or deviations to the squadron's flying schedule.

**5. Responsibilities of Other Key Unit Personnel:**

5.1. Wing/unit commanders are responsible for an effective SOF program for all assigned and attached units and ensure other group commanders support the OG/CC when and where needed in order to execute an effective program.

5.2. Support group commanders are responsible for the maintenance, upgrade and repair of the applicable SOF facilities/equipment.

5.3. Logistics group commanders are responsible for maintenance, upgrade and repair of the SOF vehicle.

5.4. Squadron commanders ensure an Ops Sup/SDO is on duty when required by [Table 1](#).

5.4.1. (Added-8FW) Squadron Aviation Resource Management (SARM) personnel or the squadron Top-3 will pass all schedule changes to the SOF and to the 8 FW/CP.

5.5. Command post is responsible for tracking all wing flying activities, both on station and off. Functions as the central source for information during an emergency.

**NOTE FOR ANG/AFRC:** Single squadron units and units with minimal command post full-time manning may establish procedures for unit SOF and duty desk personnel to track flying activities and be the central source for information during an emergency.

5.5.1. (Added-8FW) 8 FW/CP will provide the SOF with a portable FM radio and the daily flying schedule. The 8 FW/CP will notify the SOF of any issues that could affect the use of Osan AB, Haemi AB, Gwangju AB, or Daegu AB as alternates. On weekends, 8 FW/CP will notify the SOF (or 8 OG/CC when a SOF is not designated) of any aircraft emergencies or unusual events that pertain to flying operations.

5.6. (Added-8FW) 8 OSS/OSAM will provide the opening SOF with a copy of current Notices To Airmen (NOTAM), call the SOF with all pertinent changes and brief the airdrome status.

5.7. (Added-8FW) 8 OSS/OSW will provide weather “flimsy” to the opening SOF and keep the SOF informed of significant changes for Gunsan AB and selected alternates via the hot line and Advanced Meteorological Information System (AMIS).

5.8. (Added-8FW) The 8 OSS Tower Chief Controller (8 OSS/OSAT) will provide two single ear-piece headsets for SOF use.

## 6. Handling of In-Flight Emergencies:

6.1. The primary objective during an abnormal/emergency situation is the safe recovery of the aircrew and aircraft. When establishing procedures, units will consider:

6.1.1. Providing a single, discrete frequency for recovering an emergency aircraft. ATC and the emergency aircrew should determine when to use a single frequency approach (SFA). The SOF will have access to the SFA and should be available to crash/fire/rescue personnel to monitor the recovery.

6.1.1.1. (Added-8FW) The SOF will normally monitor SOF frequencies local UHF Ch 14 and local VHF Ch 14 using the headset. The SOF may monitor other frequencies on which emergency aircraft are being worked to provide emergency assistance. A single frequency approach may be utilized on local UHF Ch 12. Pilots may talk to crash recovery, “COMMAND,” on this frequency after landing. **NOTE:** Only the on-scene commander, normally the 8th Civil Engineering Squadron, Chief of Fire Protection Flight or Deputy Chief (8 CES/CEF) in coordination with the pilot, can terminate an emergency.

6.1.2. Using the command post, or other capable agency, to notify all appropriate agencies and key personnel of an IFE and provide situation updates, allowing the SOF to devote full attention to the emergency.

6.1.3. Prioritizing actions during concurrent emergencies/abnormal situations.

6.1.4. Authorizing direct communications (over discreet SOF or squadron common frequency) from the Ops Sup/SDO to an IFE aircrew, if not qualified in the distressed aircraft. Time permitting, the SOF may also direct the Ops Sup or other highly qualified individual to report to the SOF's duty location during an abnormal situation/recovery. Only ATC personnel may authorize direct communication over ATC frequencies, including the SFA frequency. However, this does

not preclude the SOF from using whatever communication necessary, to include GUARD and SFA, to prevent an unsafe situation that could immediately jeopardize safe recovery.

6.1.5. That only the on-scene commander, normally the fire chief, can terminate an emergency.

6.1.6. That the final decision during any IFE/abnormal situation rests with the aircraft commander. However, the SOF may declare an IFE for any aircraft based on his/her knowledge of the aircraft and the flight and airfield environment.

## 7. CONFERENCE HOTEL Aircraft Specific Procedures:

### **NOTE:**

CONFERENCE HOTEL is now the standard terminology for depot/contractor assistance. CONFERENCE X-RAY, ROUNDTABLE and SKYHOOK are no longer applicable.

7.1. These procedures make aircraft specialists accessible to the SOF/aircrew when in-flight situations pose systems-related questions that cannot be answered at the local level. See [Attachment 4](#) for specific MDS procedures.

7.1.1. (Added-8FW) CONFERENCE HOTEL procedures are contained in the Quick Reaction Checklist (QRC). 8 OG/OGV will ensure 8 FW/CP has current CONFERENCE HOTEL information.

7.2. [Table A4.1](#) shows the different MDSs and the MDS-specific reference paragraphs.

## 8. SOF/ATC Relationship:

8.1. The relationship between supervisors and ATC must be based on professionalism, trust and teamwork. SOFs represent the OG/CC for the conduct of safe flight operations and mission accomplishment.

8.2. The separation and sequencing of traffic are the responsibilities of the watch supervisors and controllers. Unless safety is an issue, the SOF will work directly with the watch supervisor. To promote effective and efficient flight operations, the SOF may suggest, based on knowledge of the flying schedule and unique circumstances of individual missions, actions that affect ATC concerns or desires.

8.3. Except in an emergency, the SOF will not transmit over ATC frequencies without prior coordination with ATC (this does not apply to dedicated SOF frequencies). All radio transmissions to a distressed aircrew, from other than the SOF or ATC, will be coordinated through the SOF.

## 9. Duty Hours:

9.1. Prior to beginning supervisory duties, the SOF will meet crew rest requirements as directed by AFI 11-202V3, *General Flight Rules*, as supplemented.

9.2. Maximum duty day for SOF is 12 hours. Waiver authority for SOF duty day is OG/CC.

9.2.1. (Added-8FW) Maximum SOF tour length will be six hours, 8 OG/CC may waive to 12 hours.

9.2.2. (Added-8FW) The closing SOF shall be scheduled so as to have a minimum of one hour of additional duty day remaining beyond the expected end of the tour in order to provide SOF coverage for divers, late landings, or other unforeseen events.

9.3. The SOF will be on duty in sufficient time to complete required duties in paragraph 4.2. and will be in the primary duty location 30 minutes prior to first scheduled takeoff and remain on duty until the last aircraft is shut down.

9.3.1. (Added-8FW) The opening SOF will begin the tour NLT 1+45 prior to the first scheduled takeoff or landing of 8 FW aircraft in order to receive a face-to-face weather brief, pickup the NOTAMS from 8 OSS/OSA, and ensure that the airfield inspection has been accomplished by 8 OSS/OSA (SOF will not accomplish the actual inspection). The SOF will be in the tower NLT 1+15 prior to the first takeoff/landing and prior to the first engine start, with the airfield status and divers/alternates checked/declared IAW AFI 11-202V3, *General Flight Rules*. The SOF will notify the 35 FS and 80 FS of a weather hold prior to the first flight's step to the aircraft.

9.3.2. (Added-8FW) 35 FS and 80 FS will coordinate SOF change times. The SOF will review the most current Flight Crew Information File (FCIF), Read File Index (RFI), and the SOF Read File (SRF) before assuming SOF duties. He will discuss equipment/operational abnormalities with Tower and RAPCON watch supervisors.

## 10. SOF Duty Location:

10.1. The OG/CC will designate primary and alternate SOF duty locations. As a minimum, they must have adequate communication equipment and the capability to monitor weather conditions. It is desirable to have a SOF duty position from which ground operations, takeoffs, landings and local traffic patterns can be observed. The designated locations must provide the SOF with timely access to a SOF vehicle and the airfield when required.

10.1.1. (Added-8FW) The Control Tower is the primary SOF location, the alternate SOF location is the alternate tower (south runway supervisory unit, "RSU"). The SOF will provide transportation to tower personnel via the SOF vehicle if the tower vehicle is unavailable. Due to limited space, the SOF will operate from the SOF vehicle outside the RSU. The SOF will carry the portable FM radio, SOF QRC, T.O. 1F-16C-1 (manual), T.O. 1F-16CG-1 (manual), T.O. 1F-16C-1CL-1 (checklist), T.O. 1F-16CG-1CL-1 (checklist), 8 FW IFG, binoculars, SOF report, and flying schedule (i.e., the SOF briefcase located in the tower).

10.2. The primary SOF location for active fighter units will be in the control tower. See paragraph 16. for ANG/AFRC and smaller than wing-sized units. All SOF duty locations need a OG/CC waiver except:

10.2.1. The control tower

10.2.2. The SOF vehicle on the airfield

10.2.3. The runway monitoring unit (RMU)/runway supervisory unit (RSU)

10.2.4. The unit dispatch desk

10.2.5. The command post

10.3. (Added-8FW) If the SOF is operating out of an alternate location other than the RSU, the SOF will keep 8 FW/CP and 8 OG/CC advised of location and contact information.

10.4. (Added-8FW) During weekend operations, or other operations outside of the normal weekly flying window, the SOF will contact 8 FW/CP each morning for a briefing on flying activities, and will monitor the status of cross-country aircraft.

10.4.1. (Added-8FW) For other local flying, the SOF will be in the duty position from engine start until engine shutdown. For deployments, the SOF will be in the duty position from engine start until 30 minutes after takeoff. For re-deployments, the SOF will be in the duty position from 30 minutes prior to the estimated time of arrival until engine shutdown. The SOF is not required to be in the tower for cross country departures and returns.

10.4.2. (Added-8FW) At all other times, the SOF will be available on 8 FW/CP's UHF frequency, a portable FM radio, or on telephone recall. When significant changes to cross-country itineraries occur the 35 FS and 80 FS/CC/DOs will brief the 8 OG/CC or designated representative and inform 8 FW/CP and the SOF.

## 11. SOF Equipment:

11.1. The communication equipment must be functional and immediately available to the SOF and include:

11.1.1. A dedicated multi-frequency radio (UHF, VHF and/or HF, as appropriate) to contact airborne aircraft.

11.1.2. A telephone (land-line or cellular telephone)/FM radio to contact the OG/CC, command post, Ops Sups/SDOs, weather facility and ATC watch supervisors. Dedicated phone lines (hot-lines) are preferred.

11.1.3. The minimum equipment for the SOF to communicate with airborne aircraft and the command and control network and monitor ATC.

11.2. An appropriate local weather dissemination system will be available.

11.3. Units are required to have a dedicated SOF vehicle immediately available to the SOF and positioned to respond to emergencies, perform airfield inspections and other official purposes. This vehicle must have a flight line clearance and be equipped with a multi-channel radio capable of contacting unit aircraft and local controllers.

11.3.1. (Added-8FW) The opening SOF will accomplish and sign AF Form 1800, *Operator's Inspection Guide and Trouble Report (General Purpose Vehicles)*. The vehicle will be parked in front of the tower and the keys left at the SOF position in the tower on nights, weekends or when not in use by the SOF.

11.4. Locally developed checklists will be used outlining procedures for normal and emergency procedures. The required SOF checklists are listed in [Attachment 2](#).

11.5. SOF dedicated binoculars will be immediately available to the SOF when in the control tower, RSU/RMU or SOF vehicle.

11.6. At the discretion of the OG/CC, the SOF will have access to such items as applicable directives/instructions, aircraft T.O.s, checklists, in-flight guides, SOF read/information file, etc. If the SOF repositions to an alternate location, minimum essential equipment will be available (pre-positioned or transported).

11.6.1. (Added-8FW) 8 OG/OGV will maintain the SRF, QRC, AFI 11-418 and 8 FW supplement 1, T.O. 1F-16C-1 (F-16C Flight Manual), T.O. 1F-16C-1CL, T.O. 1F-16CG-1 (F-16CG Flight Manual), T.O. 1F-16CG-1CL; AFI 11-2F-16V3 and 8 FW Chapter 8; 8 FW In-Flight Guide, 8 FWI 13-201, *Flying – Kunsan Airfield Operations*, AFI 11-202V3, and applicable flight information publications in the tower.

## 12. SOF Qualifications:

12.1. All SOF nominees will be experienced, rated officers with proven maturity, judgment and supervisory ability. They must be combat mission ready (CMR)/basic mission capable (BMC) in a unit aircraft and medically qualified to fly. NOTE: Duties not to include flying (DNIF) crewmembers may perform SOF duties when specifically cleared by a flight surgeon (FS).

12.2. All SOFs will complete the SOF qualification/upgrade program.

**13. SOF Currency/Recurrency.** The currency for SOF duties is 90 days (**ANG/AFRC:** 180 days; **AETC ANG/Reserve Associate Instructor Pilots:** 90 days). Individual squadrons will track SOF currencies (Air Force Operations Resource Management System [AFORMS] preferred). To regain currency, as a minimum, accomplish a 1-hour supervised tour with a current and qualified SOF.

13.1. (Added-8FW) SOFs will log SOF tours on appropriate Air Force Operations Resource Management System (AFORMS) tracking products. 35 FS and 80 FS/DOs will be responsible for ensuring SOF currency IAW AFI 11-418.

## 14. SOF Upgrade Program:

14.1. Squadron commanders will nominate SOF candidates. The OG/CC will screen and review qualifications of all candidates before entry into the upgrade program.

14.1.1. (Added-8FW) SOF training will be conducted and documented as described in the 8th Fighter Wing Pilot Training Syllabus.

14.2. All SOF candidates will receive an interview and briefing from the OG/CC on responsibilities, personal philosophy and expectations.

14.2.1. (Added-8FW) The 8 OG/CC will review appropriate training records and approve all SOF upgrades prior to program entry. The 8 OG/CC will interview and certify all SOFs when training/documentation is complete and prior to the first SOF tour.

14.3. All upgrading SOFs will become familiar with airfield procedures, primary and alternate duty locations, equipment and local support agencies. The upgrade program will emphasize operating procedures and support provided, specifically capabilities and limitations. Upgrade programs will include:

14.3.1. Weather (to include forecaster duties/priorities) information.

14.3.2. Approach control information.

14.3.3. Tower operation.

14.3.4. Crash/fire/rescue operation.

14.3.5. Explosive ordnance disposal (EOD) operation.

14.3.6. Base ops operation.

14.3.7. Command post operation.

14.4. For previously qualified SOFs, the OG/CC may waive applicable upgrade requirements.

14.5. The upgrading SOF will accomplish two supervised upgrade tours of two hours a piece (minimum of 4 hours of training time) with a current and qualified SOF. The upgradee will act as primary SOF on his/her second upgrade tour (previously qualified SOFs require only this tour). These tours must include the following:

14.5.1. Operation of all SOF equipment/radios.

14.5.2. Contact procedures for aircraft and support agencies.

14.5.3. A review of publications and directives available to the SOF.

14.5.4. Operation of SOF vehicle (requires a flight line permit/license).

14.5.5. A familiarity tour of the airfield and discussion of frequently used travel routes.

14.5.6. When acting as primary SOF, the upgradee will successfully handle an IFE (actual or simulated).

14.5.7. (Added-8FW) The qualified SOF will also wear a headset/ear-piece, closely supervise the trainee and resume control if safety/mission accomplishment requires. The SOF will brief SOF duties, emergency procedures, aircraft divers, SOF authority (see paragraph 2.1. and 4.1. of AFI 11-418), visibility checkpoints and typical weather patterns. The trainee will read AFI 11-418 and this supplement, 8 FWI 13-201, AFI 11-2F16V3 and 8 FW Chapter 8 and all QRCs. He will discuss each QRC with the SOF. At least one full situational emergency procedure/scenario will be thoroughly covered using all applicable QRCs and discussing various options during each upgrade tour.

14.6. All upgrading SOFs will become familiar with the performance aspects and characteristics of all base assigned aircraft.

14.7. Upgrading SOFs will accomplish an initial written examination containing a minimum of 25 questions on SOF duties, procedures and responsibilities. Minimum passing grade is 85 percent correctable to 100 percent.

14.7.1. (Added-8FW) Certification will be annotated on the pilot qualification roster and SOF upgrade letter, which will be kept in the individual's flying training record. 35 FS and 80 FS/DOTs will send a copy of the letter of Xs to 8 OG/OGV. 8 OG/OGV will provide 8 OSS/OSAT with an updated entry access list for the tower monthly.

14.8. The OG/CC will review upgrade training records and certify upgradees for SOF duties.

## **15. SOF Continuation Training (CT):**

15.1. Semi-annual SOF meetings are the usual means to accomplish CT. CCs will be involved in developing meeting agendas and all qualified SOFs are expected to attend. If unable to attend, SOFs will review meeting minutes.

15.2. Annually, all SOFs are required to review applicable SOF directives/guidance and receive a briefing from the OG/CC on responsibilities, expectations and commander perspective.



**16. Provisions for Smaller Than Wing-Sized Units.** The provisions of this paragraph apply to units not directly associated with a typical wing (i.e., geographically separated units/squadrons, detachments, etc.).

16.1. If a unit operates from a location with another organization (i.e., tenant unit), integration into host unit supervisory program should be attempted if operations are compatible. These procedures will be implemented through LOAs/MOAs.

16.2. In these smaller units, supervisory positions are limited based on unit authorizations. At the discretion of the OG/CC (or equivalent), more than one supervisory position may be covered by a single supervisor. However, the responsibilities of the SOF position take priority over all other duties. In these circumstances, establish procedures for others to assist with SOF and ops sup duties/responsibilities if required.

**17. SOF Program Administration:**

17.1. The OG/CC will designate an OPR for the administration of the program.

17.1.1. (Added-8FW) 8 OG/OGV is responsible for administration of the 8 FW SOF program. The governing instruction is AFI 11-418 and this supplement.

17.2. The OPR will:

17.2.1. Develop and administer the SOF initial training program.

17.2.1.1. (Added-8FW) The SOF upgrade program lesson plans shall be described in 8th Fighter Wing Pilot Training Syllabus, and the SOF upgrade worksheet shall be maintained as an appendix to that document.

17.2.2. Develop and administer the SOF qualification test. This is a controlled test of at least 25 questions. It will be updated/reviewed annually.

17.2.3. Retain all initial qualification and continuation training records IAW AFMAN 37-139.

17.2.4. Monitor SOF currencies and continuation training requirements (AFORMS preferred).

17.2.5. Schedule semiannual SOF meetings.

17.2.6. Publish SOF meeting minutes for review by SOFs and other supervisors unable to attend.

17.2.7. Develop normal and emergency SOF checklists and review/update annually.

17.2.8. Update the SOF publications as required.

17.2.9. Be primarily responsible for developing the group supplement to this instruction.

**18. Unit Supplement:**

18.1. Each wing/group will supplement this instruction to expand upon basic guidance and incorporate local procedures. Unit guidance cannot be less restrictive than the basic instruction except where specifically permitted. The unit supplement should establish or detail the following items as required:

18.1.1. The unit organization with responsibility for administering the SOF program.

18.1.2. The primary and alternate SOF locations.

18.1.3. Supervision requirements and duty locations for FCFs.

- 18.1.4. The use (if any), review and maintenance of an SOF Read File(s).
- 18.1.5. (ANG/AFRC units) Who, other than the wing/CC or OG/CC, can cancel flying?
- 18.1.6. Local procedures/checklists for SOFs.
- 18.1.7. Procedures for deployed units to integrate into unit supervision structure.
- 18.1.8. Procedures (beeper, phone, radio, etc.) for unit command and control personnel to contact unit supervision during flying operations.
- 18.1.9. Local CONFERENCE HOTEL procedures.
- 18.1.10. Procedures for documenting and correcting SOF program and equipment deficiencies.
- 18.1.11. Ops Sup/SDO qualifications, currencies, upgrade programs, crew rest and maximum duty period (if any).

**19. Waivers.** The operations group commander, unless otherwise stated, is the waiver authority for this instruction. Waivers may be issued for a maximum of 1 year or until this instruction is superseded, whichever occurs first. Forward a copy of any waivers to the numbered air force director of operations (NAF/DO) and the MAJCOM/DOT (or the equivalent). ANG/AFRC units will forward a copy to the active duty NAF/DO with oversight responsibility. ANG units will forward a copy to HQ ACC/XOG.

MARVIN R. ESMOND, Lt General, USAF  
DCS, Air and Space Operations

**Attachment 1****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFPD 11-4, *Aviation Service*

AFI 11-202V3, *General Flight Rules*

***Abbreviations and Acronyms***

**ACC**—Air Combat Command

**AETC**—Air Education Training Command

**AFB**—Air Force Base

**AFORMS**—Air Force Operations Resource Management System

**AFI**—Air Force Instruction

**AFRC**—Air Force Reserve Command

**ALC**—Air Logistics Center

**ANG**—Air National Guard

**AOO**—Air operations officer

**ATC**—Air traffic control

**BMC**—Basic Mission Capable

**CC**—Commander

**CMR**—Combat Mission Ready

**CONUS**—Continental United States

**CT**—Continuation training

**DETCO**—Detachment commander

**DNIF**—Duties not to include flying

**DSN**—Defense switching network

**EOD**—Explosive ordnance disposal

**FCF**—Functional check flight

**FCIF**—Flight crew information file

**FM**—Frequency modulation

**FOUO**—For official use only

**FS**—Flight surgeon

**HF**—High frequency

**IAW**—In accordance with  
**IFE**—In-flight emergency  
**LOA**—Letter of agreement  
**MAJCOM**—Major command  
**MDS**—Mission design series  
**MOA**—Memorandum of agreement  
**N/A**—Not applicable  
**NAF**—Numbered air force  
**NAVAIDS**—Navigational aids  
**NGB**—National Guard Bureau  
**NLT**—Not later than  
**N/R**—Not required  
**NOTAMS**—Notices to airmen  
**OG**—Operations group  
**OG/CC**—Operations group commander  
**OPR**—Office of primary responsibility  
**Ops Sup**—Operations supervisor  
**OSA**—Operational Support Airlift  
**PACAF**—Pacific Air Forces  
**PIREP**—Pilot report  
**POC**—Point of contact  
**RCR**—Runway condition reading  
**RMU**—Runway monitoring unit  
**RSU**—Runway supervisory unit  
**SDO**—Stand-by Duty Officer  
**SFA**—Single frequency approach  
**SOF**—Supervisor of flying  
**SPO**—System program office  
**T.O.**—Tech order  
**UHF**—Ultra high frequency  
**USAF**—United States Air Force  
**USAFE**—United States Air Forces in Europe

**VHF**—Very high frequency

**WG**—Wing

**WG/CC**—Wing commander

*Addresses*

HQ ACC/XOFT

205 Dodd Blvd, Suite 101

Langley AFB VA 23665-2789

**Attachment 2****SOF PROCEDURAL/EMERGENCY CHECKLIST**

**A2.1. Procedural Checklist.** The SOF will have available a procedural checklist that includes detailed instructions for the following (if applicable):

**Table A2.1. SOF Procedural/Emergency Checklist.**

<b>Item Number</b>	<b>Item</b>
<b>1</b>	Opening
<b>2</b>	SOF changeover
<b>3</b>	Closing
<b>4</b>	OG/CC notification
<b>5</b>	Aircraft emergency
<b>6</b>	Barrier engagement
<b>7</b>	Emergency divert
<b>8</b>	Weather recall
<b>9</b>	Change of runway
<b>10</b>	Runway closure
<b>11</b>	Anti-hijack
<b>12</b>	Communications search
<b>13</b>	Aircraft dispersal
<b>14</b>	Controlled bailout
<b>15</b>	Hung ordnance
<b>16</b>	Bird condition
<b>17</b>	Controlled jettison
<b>18</b>	Hydrazine spill/exposure
<b>19</b>	Hot brakes
<b>20</b>	Aircraft crash
<b>21</b>	Alert force exercise/scramble (if applicable)
<b>22</b>	Contractor/depot emergency telephone numbers
<b>23</b>	Telephone numbers for applicable regional SOFs
<b>24</b>	Telephone numbers for local FAA flight service, local terminal radar facility, and other local control towers/SOFs

**Attachment 3****SUPERVISOR OF FLYING CHECKLIST GUIDE**

**A3.1. Normal Procedures.** NOTE: This checklist is an example of a normal checklist. Actual local checklist contents are at the discretion of the unit commander.

A3.1.1. Report to duty location 30 minutes prior to first scheduled takeoff.

A3.1.2. Review and sign off FCIF/SOF read file.

A3.1.3. Review daily flying schedule.

A3.1.4. Ensure all ramps, taxiways, runways and appropriate areas are inspected before the first flight of the day (visual inspection by the SOF is not required if airfield management has performed the inspection).

A3.1.5. Inspect SOF kit/equipment for currency/operation.

A3.1.6. Obtain current information on:

**A3.1.6.1. Weather:**

A3.1.6.1.1. Local

A3.1.6.1.2. Divert bases

A3.1.6.1.3. Operating areas/ranges

A3.1.6.1.4. Low-level routes

**A3.1.6.2. Airfield Status (Local and Divert Bases):**

A3.1.6.2.1. Active runway

A3.1.6.2.2. Barriers

A3.1.6.2.3. RCR

A3.1.6.2.4. NOTAMs

A3.1.6.2.5. Navigational aids (NAVAIDs)

A3.1.6.2.6. Airfield lighting

A3.1.6.2.7. Bird activity

A3.1.6.2.8. Emergency response vehicle status

A3.1.7. Brief the OG/CC or his designated representative on the airfield status, weather conditions, divert bases, unusual events and the daily flying schedule.

## Attachment 4

### CONFERENCE HOTEL PROCEDURES

**A4.1. CONFERENCE HOTEL Procedures.** CONFERENCE HOTEL procedures have been established so expert technical advice is available to an aircrew, SOF or other supervisor to assist in the recovery of a serious in-flight emergency. These procedures can put the OG/CC, SOF or ops supervisor directly in contact with a representative from Air Logistics Center (ALC) or the contractor.

**A4.2. Emergency Assistance Numbers.** The following contractor or ALC numbers provide a link to the most knowledgeable maintenance/engineering personnel for each weapons system. The SOF or other flying supervisor should not hesitate to call the emergency assistance number. Once the terms "placing a CONFERENCE HOTEL call" is expressed, the person receiving the call will put the SOF in contact with the appropriate experts.

**A4.3. Call Initiation.** To initiate this call, the following information should be provided by the caller:

A4.3.1. Indicate you are initiating a (simulated/actual) CONFERENCE HOTEL call for a serious in-flight emergency.

A4.3.2. Caller's name/telephone number/base.

A4.3.3. Type aircraft.

A4.3.4. Nature of problem. In all cases, stress to the person(s) contacted that the problem involves an AIRBORNE EMERGENCY and technical assistance is required.

**A4.4. Air Logistics Centers and Their Locations:**

A4.4.1. **OC-ALC** --Oklahoma City, OK (Tinker AFB)

A4.4.2. **OO-ALC** --Ogden, UT (Hill AFB)

A4.4.3. **SM-ALC** --Sacramento, CA (McClellan AFB)

A4.4.4. **WR-ALC** --Warner Robins, GA (Robins AFB)

**A4.5. Specific Aircraft Paragraphs.** See [Table A4.1](#) for MDS-specific CONFERENCE HOTEL reference paragraphs.



Table A4.1. MDS-Specific CONFERENCE HOTEL Reference Paragraphs.

MDS	Para	MDS	Para	MDS	Para
A/OA-10	<a href="#">A4.5.1.</a>	C-141	<a href="#">A4.5.11.</a>	KC-10	<a href="#">A4.5.21.</a>
B-1	<a href="#">A4.5.2.</a>	E-3	<a href="#">A4.5.12.</a>	KC-135	<a href="#">A4.5.22.</a>
B-2	<a href="#">A4.5.3.</a>	E-4	<a href="#">A4.5.13.</a>	RC-135	<a href="#">A4.5.23.</a>
B-52	<a href="#">A4.5.4.</a>	E-8	<a href="#">A4.5.14.</a>	RQ-1	<a href="#">A4.5.24.</a>
C-5	<a href="#">A4.5.5.</a>	EC-135	<a href="#">A4.5.15.</a>	T-1	<a href="#">A4.5.25.</a>
C-9	<a href="#">A4.5.6.</a>	F-4/RF-4/QF-4	<a href="#">A4.5.16.</a>	T-6	<a href="#">A4.5.26.</a>
C-12	<a href="#">A4.5.7.</a>	F-15 (all variants)	<a href="#">A4.5.17.</a>	T-37	<a href="#">A4.5.27.</a>
C-17	<a href="#">A4.5.8.</a>	F-16	<a href="#">A4.5.18.</a>	T/AT-38	<a href="#">A4.5.28.</a>
C-21	<a href="#">A4.5.9.</a>	F-117	<a href="#">A4.5.19.</a>	T-43	<a href="#">A4.5.29.</a>
C-130 (all variants)	<a href="#">A4.5.10.</a>	Helicopters	<a href="#">A4.5.20.</a>	U-2	A4.5.30

**A4.5.1. A-10/OA-10:**

(Actual emergencies only)

24 HOURS. Call Hill AFB Command Post at DSN 777-3007. Commercial (801)777-3007 ask for a phone patch to A-10 Conference Hotel POCs.

POCs:

Mr Frank Garcia

Mr Don Frogner

(Inquiries and simulated emergencies)

Mr Frank Garcia, DSN 777-6165, Commercial (801) 777-6165

Mr Don Frogner, DSN 586-0592, Commercial (801) 586-0592

**A4.5.2. B-1:**24 HOURS: Call Boeing Reliability and Maintainability Center (RAMC) at:DUTY HOURS: DSN: 336-3334NON-DUTY HOURS: COMMERCIAL: (405) 869-6050**A4.5.3. B-2:**24 HOURS: Call B-2 Support Center at:

COMMERCIAL: (661) 266-5700

Red Phone: 43095

**A4.5.4. B-52:**24 HOURS: Call Boeing IN-FLIGHT EMERGENCY 1-800-721-0422

**A4.5.5. C-5:**

Lockheed Martin:

(FOUO) W. W. Sullins Office: (770) 494-2458 Home: (770) 386-8249 Pager: 1-877-970-1229,  
Cell Phone: 1-678-438-1194

(FOUO) M. T. Altomare Office: (770) 494-2552 Home: (770) 425-5376 Pager: 1-877-539-0642

WR-ALC:

Primary: Col, Frank M. Bruno DSN 497-4432

Alternate: Mr. John A. Fatkin DSN 497-4432

Non-duty hours: Command Post: DSN 497-2612. Commercial: (478) 327-2612/13/14/15

**A4.5.6. C-9:**

Raytheon:

(FOUO) Mr. Dave Williams (Duty hours: DSN 576-6282 COMM (618) 256-6282.  
Pager 1-800-946-4646 Pin#1480284

Non-Duty Hours via Job Control DSN 576-2331 Scott Command Post: DSN 576-5891 COMM  
(618) 256-5891

OC-ALC/LKRE

Primary: (FOUO) Jeffery Blosser (Lead C-9 Engineer) DSN 884-1352/1357 COMM  
(405) 734-1352/1357 CELL (405) 850-7490

Alternate: (FOUO) Sharon Davis (C-9 Program Manager), DSN 884-1375 COMM  
(405) 734-1375

Non-Duty hours: Tinker Command Post, DSN 339-2171 COMM (405) 739-2171

C-9 Program Manager CELL (405) 850-7301/7565

**A4.5.7. C-12:**

DUTY HOURS: Call Raytheon, Madison, MS at (601) 856-2274

POCs: Mr Rick Herzig, ext 561

Mr Ron Paschal, ext 231

NON-DUTY HOURS: Ask for a phone-patch to the POC's home

**A4.5.8. C-17:**

Boeing: (562) 384-3800 or (562) 384-3802

WR-ALC

Primary: LtC Paul A. Dunbar DSN 926-5411

Alternate: Mr. David Silva DSN 926-5411

Non-duty hours: Command Post: DSN 497-2612. Commercial: (478) 327-2612/13/14/15

**A4.5.9. C-21:**

Raytheon, Madison, MS: (601) 607-~~6650~~/6274

POC: Mr Pat Ray

Non-duty hours: Ask for a phone patch to the POC's home

Alternate Number: 1-888-278-8326

OC-ALC/LKRE

DSN 884-1360/1346, comm. 405-734-1360

Non-duty hours: Tinker Command post DSN 339-2171; comm. 405-739-2171  
(ask for C-21 Program manager)

**A4.5.10. C-130 (All Variants: C-130, EC-130E, EC-130H, HC-130, MC-130P)**

Lockheed Martin Technical Representative:

Primary: J.T. Chonka (770) 494-7905

Alternate: J.B. Shand (770) 431-6639

WR-ALC

Primary: Mr. Rick Jones DSN 468-5459 Comm (478) 926-5459

Alt: Col Gregory Postulka (C-130 SPO Director) DSN 468-2322 Comm (478) 926-232

Non-duty hours: Command Post: DSN 497-2612. Commercial: (478) 327-2612/13/14/15

**A4.5.11. C-141:**

Lockheed Martin.

Mr. Ralph Bradley (Lockheed) DSN 468-5372

Non-Duty hours: 478-971-7065 or 478-714-3162 (cell) (Please call Cell First)

WR-ALC Command Post: DSN 468-6789

POC: Mr. Russ Alford DSN 468-9100 COMM (478)926-9100

NON-DUTY HOURS: (478) 922-4702 (Russ Alford)

ALTERNATE PROCEDURES:

DUTY HOURS: Col Shrader DSN 468-6491

NON-DUTY HOURS: Col Shrader (478)954-7443

**A4.5.12. E-3:**

24 HOURS: Call Boeing IN-FLIGHT EMERGENCY 1-800-721-0422

**A4.5.13. E-4:**

24 HOURS: Call Boeing IN-FLIGHT EMERGENCY 1-800-721-0422

**A4.5.14. EC-135:**

24 HOURS: Call Boeing IN-FLIGHT EMERGENCY 1-800-721-0422

**A4.5.15. E-8: (added)**

24 HOURS: Call Boeing IN-FLIGHT EMERGENCY 1-800-721-0422

**A4.5.16. F-4/RF-4/QF-4:**

DUTY HOURS:

Call Ogden ALC: DSN 777-6056 or DSN 586-3265

State: "THIS IS A CONFERENCE HOTEL CALL"

NON-DUTY HOURS: Call in order:

(FOUO) Mr. Joe Mcfarlane: (801) 876-3160 (home)

(FOUO) Mr. Hal Bowcutt: (801) 773-3281 (home)

(FOUO) Mr. Brett Hamblin: (801) 782-8157 (home)

**A4.5.17. F-15:**

24 HOURS:

PRIMARY:

Call Boeing in St Louis directly on the dedicated CONFERENCE HOTEL numbers: (866) 543-5444 toll free or commercial (314) 232-9999.

ALTERNATE:

Call regional operator: DSN 693-1110 (M-F, 0830-1700 US central time) and ask for Boeing in St Louis at: (314) 232-9999. Preface with 312 when calling from PACAF theater.

State: "THIS IS A CONFERENCE HOTEL CALL"

PACAF theater preface DSN with 312

F-15(All Models) POCs:

(FOUO) Mr. Burlingham: (314) 232-1938 (work) / (636) 978-3741 (home)

(FOUO) Mr. Bath: (314) 232-2427 (work) / (636) 928-3522 (home)

(FOUO) Mr. Buran: (314) 232-5666 (work) / (636) 230-6993 (home)

**A4.5.18. F-16:**

(Actual emergencies only)

24 HOURS: Call Lockheed Fort Worth Company: DSN 940-1284, Comm (817) 935-5011

POCs:

(FOUO) Mr Gwynne: (817) 935-4470 (work) / (817)261-9949 (home)

(FOUO) Mr Smith: (817) 935-4432 (work) / (817) 448-9119 (home)

(FOUO) Mr Worell: (817) 935-4430 (work) / (817) 282-1259 (home)

(FOUO) Mr Thorn: (817) 935-4431 (work) / (817) 346-7090 (home)

(FOUO) Mr Jennings (817)935-4434 (work) / (817) 249-4433 (home)

(Inquiries and simulated emergencies)

Call POC directly or Lockheed Fort Worth Company Plant Operator: (817) 777-2000, then dial 1 and the last 5 digits of the work phone number listed above.

A4.5.19. F-117:

Call LMSW at 1-888-673-1117. During non-duty hours enter the telephone number at which you wish to be contacted, including area code, press the # sign and hang up. If no contact within 5 minutes, contact the following:

POCs: Primary--Mr John Fiore (661) 572-7550. Non-Duty Hours: (805) 581-5170

Secondary--Mr Graham Schwinning (661) 572-7325. Non-Duty Hours: (661) 943-8176; Pager: (888) 434-4082

**A4.5.20. H-1/H-53/H-60:**

24 HOURS: Call WR-ALC Command Post: DSN 497-2612/13/14/15. PACAF theater preface DSN with 312

POCs:

(FOUO) Lt Col David French (H-1/H-53/H-60): DSN 468-2372 (work) / (478) 988-0427 (home)

(FOUO) Maj O'nan (H-60): DSN 468-7010 (work) / (478) 929-1102 (home)

(FOUO) Dr. Christian (H-60): DSN 468-9343 (work) / (912) 953-2647 (home)

(FOUO) Mr. Smithers (H-60): DSN 468-7248 (work) / (912) 923-5654 (home)

(FOUO) Mr. Stanley (H-60): DSN 468-1921 (work) / (912) 922-7524 (home)

(FOUO) Mr. Tom Bethune: DSN 468-2372 (work) / (478) 988-3018 (home)

**A4.5.21. KC-10:**

Boeing: (562) 497-5812 or (562) 384-3800/3802

OC-ALC/LKRE.

DSN 884-1345/1369, comm. 405-734-1345/1369, Cell 405-850-7301/7565

Non-duty hours: Tinker Command post DSN 339-2171; comm. 405-739-2171 (ask for KC-10 Program manager)

**A4.5.22. KC-135:**

Boeing: IN-FLIGHT EMERGENCY: 1-800-721-0422 or (206) 655-9200

OC-ALC/LC: DSN 336-7755, comm. 405-736-7755

Non-duty hours: Tinker Command post DSN 339-2171; comm. 405-739-2171 (ask for KC-135 Program manager)

**A4.5.23. RC-135:**

24 HOURS: Call Boeing IN-FLIGHT EMERGENCY: 1-800-721-0422

**A4.5.24. RQ-1:**

DUTY HOURS:

Call GA-ASI, ISAFAP, NV at Commercial (702) 879-3245 to declare a "Predator Conference Hotel." Ask for POC

NON-DUTY HOURS:

Call 57 WG Command Post, DSN 682-1859, Commercial (702) 652-1859 and declare a "Predator Conference Hotel." Ask for a connection to the POC.

POCs:

Primary: Mr Dave Bedard

Alternate: Mr Orival Greenfield

**A4.5.25. T-1:**

DUTY HOURS:

Call Beechcraft Corporation, Wichita, Kansas. Ask for head of engineering.  
Commercial (316) 676-8778/7937

NON-DUTY HOURS:

Call Beechcraft Corporation Security. Commercial (316) 676-5300/ 5301.  
Ask for Beechcraft engineers.

State: "THIS IS A CONFERENCE HOTEL CALL"

**A4.5.26. T-6: (added)**

DUTY HOURS:

Call Beechcraft Corporation at (316) 676-8778/7937, ask for a head of engineering.

NON-DUTY HOURS:

Call Beechcraft Corporation Security at (316) 676-5300/5301, ask for Beechcraft engineers.

State: "THIS IS A CONFERENCE HOTEL CALL"

**A4.5.27. T-37:**

DUTY HOURS:

Call DSN 487-5031 POC: James Cannon

Alternate: Call Ogden ALC: DSN 777-6056 or DSN 586-3265

State: "THIS IS A CONFERENCE HOTEL CALL"

NON-DUTY HOURS Call in order:

(FOUO) Mr. James Cannon: (830) 663-4757 (home)

(FOUO) Mr. Joe Mcfarlane: (801) 876-3160 (home)

(FOUO) Mr. Brett Hamblin: (801) 782-8157 (home)

**A4.5.28. T/AT-38/T-38C:**

DUTY HOURS:

Call DSN 487-5031 POC: James Cannon

Alternate: Call Ogden ALC: DSN 777-6056 or DSN 586-3265

State: "THIS IS A CONFERENCE HOTEL CALL"

NON-DUTY HOURS call in order:

(FOUO) Mr. James Cannon: (830) 663-4757 (home)

(FOUO) Mr. Joe Mcfarlane: (801) 876-3160 (home)

(FOUO) Mr. Brett Hamblin: (801) 782-8157 (home)

**A4.5.29. T-43:**

24 HOURS: Call Boeing Inflight Emergency Center at DSN 743-5687/1110, commercial (800) 721-0422 or (206)-655-9200.

POC: Mr Bob Snellenberg

Mr Dave VanWinkle.

Routine non-emergency assistance call (316) 526-2180

**Attachment 5****IC 2002-1 TO AFI 11-418—OPERATIONS SUPERVISION****1 March 2002****SUMMARY OF REVISIONS**

This change incorporates interim change (IC) 2002-1. There are administrative changes throughout. The instruction now applies to Unmanned Aerial Vehicles (UAVs) and United States Air Forces in Europe (USAFE) air combat units only, but does not apply to Air Mobility Command (AMC), USAF Academy, all -135 aircraft, E-4, and USAFE/Air Force Reserve Command (AFRC)/Air National Guard (ANG) mobility assets. The SOF duty day is explained correctly. Reference to Air Logistic Center at San Antonio, TX (Kelly AFB) is deleted. Conference Hotel information is updated and E-8, RQ-1, T-6 Conference Hotel information is added. H-3 and C-27 is deleted. A (H) indicates revisions from the previous edition.

OPR: HQ ACC/DOTO

This instruction implements AFPD 11-4, *Aviation Service*. It establishes the responsibilities, requirements, procedures and training for the supervision of flying operations. This instruction applies to all Air Combat Command (ACC), Air Education Training Command (AETC), Pacific Air Forces (PACAF), United States Air Forces in Europe (USAFE) (Air Combat assets only), Air National Guard (ANG) and Air Force Reserve Command (AFRC) flying units. This instruction does not apply to the United States Air Force (USAF) Aerial Demonstration Team (Thunderbirds), USAF Academy, Air Mobility Command (AMC), all -135 aircraft, E-4, and USAFE/AFRC/ANG Mobility assets i.e. (C-130, C-5, C-141, etc) to include the 156th PRANG. Send comments and suggested improvements to this publication on AF Form 847, **Recommendation for Change of Publication**, through channels, to HQ ACC/DOTO, 205 Dodd Blvd, Suite 101, Langley AFB VA 23665-2789. Maintain and dispose of all records created as a result of processes prescribed in this instruction according to AFMAN 37-139, *Records Disposition Schedule*.

9.2. Maximum duty day for SOF is 12 hours. Waiver authority for SOF duty day is OG/CC.

A4.4.3. deleted.

A4.4.4. - A4.4.5. is renumbered to A4.4.3. - A4.4.4.

**Table A4.1. MDS-Specific CONFERENCE HOTEL Reference Paragraphs.**



MDS	Para	MDS	Para	MDS	Para
A/OA-10	<a href="#">A4.5.1.</a>	C-141	<a href="#">A4.5.11.</a>	KC-10	<a href="#">A4.5.21.</a>
B-1	<a href="#">A4.5.2.</a>	E-3	<a href="#">A4.5.12.</a>	KC-135	<a href="#">A4.5.22.</a>
B-2	<a href="#">A4.5.3.</a>	E-4	<a href="#">A4.5.13.</a>	RC-135	<a href="#">A4.5.23.</a>
B-52	<a href="#">A4.5.4.</a>	E-8	<a href="#">A4.5.14.</a>	RQ-1	<a href="#">A4.5.24.</a>
C-5	<a href="#">A4.5.5.</a>	EC-135	<a href="#">A4.5.15.</a>	T-1	<a href="#">A4.5.25.</a>
C-9	<a href="#">A4.5.6.</a>	F-4/RF-4/QF-4	<a href="#">A4.5.16.</a>	T-6	<a href="#">A4.5.26.</a>
C-12	<a href="#">A4.5.7.</a>	F-15 (all variants)	<a href="#">A4.5.17.</a>	T-37	<a href="#">A4.5.27.</a>
C-17	<a href="#">A4.5.8.</a>	F-16	<a href="#">A4.5.18.</a>	T/AT-38	<a href="#">A4.5.28.</a>
C-21	<a href="#">A4.5.9.</a>	F-117	<a href="#">A4.5.19.</a>	T-43	<a href="#">A4.5.29.</a>
C-130 (all variants)	<a href="#">A4.5.10.</a>	Helicopters	<a href="#">A4.5.20.</a>	U-2	A4.5.30

**A4.5.1. A-10/OA-10:**

(Actual emergencies only)

24 HOURS. Call Hill AFB Command Post at DSN 777-3007. Commercial (801)777-3007 ask for a phone patch to A-10 Conference Hotel POCs.

POCs:

Mr Frank Garcia

Mr Don Frogner

(Inquiries and simulated emergencies)

Mr Frank Garcia, DSN 777-6165, Commercial (801) 777-6165

Mr Don Frogner, DSN 586-0592, Commercial (801) 586-0592

**A4.5.2. B-1:**

24 HOURS: Call Boeing Reliability and Maintainability Center (RAMC) at:

DUTY HOURS: DSN: 336-3334

NON-DUTY HOURS: COMMERCIAL: (405) 869-6050

**A4.5.5. C-5:**

Lockheed Martin:

(FOUO) W. W. Sullins Office: (770) 494-2458 Home: (770) 386-8249 Pager: 1-877-970-1229,  
Cell Phone: 1-678-438-1194

(FOUO) M. T. Altomare Office: (770) 494-2552 Home: (770) 425-5376 Pager: 1-877-539-0642

WR-ALC:

Primary: Col, Frank M. Bruno DSN 497-4432

Alternate: Mr. John A. Fatkin DSN 497-4432

Non-duty hours: Command Post: DSN 497-2612. Commercial: (478) 327-2612/13/14/15

**A4.5.6. C-9:**

Raytheon:

(FOUO) Mr. Dave Williams (Duty hours: DSN 576-6282 COMM (618) 256-6282.  
Pager 1-800-946-4646 Pin#1480284

Non-Duty Hours via Job Control DSN 576-2331 Scott Command Post: DSN 576-5891 COMM  
(618) 256-5891

OC-ALC/LKRE

Primary: (FOUO) Jeffery Blosser (Lead C-9 Engineer) DSN 884-1352/1357 COMM  
(405) 734-1352/1357 CELL (405) 850-7490

Alternate: (FOUO) Sharon Davis (C-9 Program Manager), DSN 884-1375 COMM (405) 734-1375

Non-Duty hours: Tinker Command Post, DSN 339-2171 COMM (405) 739-2171

C-9 Program Manager CELL (405) 850-7301/7565

**A4.5.8. C-17:**

Boeing: (562) 384-3800 or (562) 384-3802

WR-ALC

Primary: LtC Paul A. Dunbar DSN 926-5411

Alternate: Mr. David Silva DSN 926-5411

Non-duty hours: Command Post: DSN 497-2612. Commercial: (478) 327-2612/13/14/15

**A4.5.9. C-21:**

Raytheon, Madison, MS: (601) 607-**6650**/6274

POC: Mr Pat Ray

Non-duty hours: Ask for a phone patch to the POC's home

Alternate Number: 1-888-278-8326

OC-ALC/LKRE

DSN 884-1360/1346, comm. 405-734-1360

Non-duty hours: Tinker Command post DSN 339-2171; comm. 405-739-2171  
(ask for C-21 Program manager)

A4.5.10. C-27 information is deleted.

A4.5.11. - A4.5.14. is renumbered to A4.5.10. - A4.5.13.

**A4.5.10. C-130 (All Variants: C-130, EC-130E, EC-130H, HC-130, MC-130P):**

Lockheed Martin Technical Representative:

Primary: J.T. Chonka (770) 494-7905

Alternate: J.B. Shand (770) 431-6639

WR-ALC

Primary: Mr. Rick Jones DSN 468-5459 Comm (478) 926-5459

Alt: Col Gregory Postulka (C-130 SPO Director) DSN 468-2322 Comm (478) 926-232

Non-duty hours: Command Post: DSN 497-2612. Commercial: (478) 327-2612/13/14/15

**A4.5.11. C-141:**

Lockheed Martin.

Mr. Ralph Bradley (Lockheed) DSN 468-5372

Non-Duty hours: 478-971-7065 or 478-714-3162 (cell) (Please call Cell First)

WR-ALC Command Post: DSN 468-6789

POC: Mr. Russ Alford DSN 468-9100 COMM (478)926-9100

NON-DUTY HOURS: (478) 922-4702 (Russ Alford)

ALTERNATE PROCEDURES:

DUTY HOURS: Col Shrader DSN 468-6491

NON-DUTY HOURS: Col Shrader (478)954-7443

**A4.5.14. E-8:(added)**

24 HOURS: Call Boeing IN-FLIGHT EMERGENCY 1-800-721-0422

A4.5.15. - A4.5.29. is renumbered to A4.5.16. - A4.5.30.

**A4.5.16. F-4/RF-4/QF-4:**

DUTY HOURS:

Call Ogden ALC: DSN 777-6056 or DSN 586-3265

State: "THIS IS A CONFERENCE HOTEL CALL"

NON-DUTY HOURS: Call in order:

(FOUO) Mr. Joe Mcfarlane: (801) 876-3160 (home)

(FOUO) Mr. Hal Bowcutt: (801) 773-3281 (home)

(FOUO) Mr. Brett Hamblin: (801) 782-8157 (home)

**A4.5.17. F-15:**24 HOURS:

## PRIMARY:

Call Boeing in St Louis directly on the dedicated CONFERENCE HOTEL numbers:  
(866) 543-5444 toll free or commercial (314) 232-9999.

ALTERNATE:

Call regional operator: DSN 693-1110 (M-F, 0830-1700 US central time) and ask for Boeing in St Louis at: (314) 232-9999. Preface with 312 when calling from PACAF theater.

State: "THIS IS A CONFERENCE HOTEL CALL"

PACAF theater preface DSN with 312

F-15(All Models) POCs:

(FOUO) Mr. Burlingham: (314) 232-1938 (work) / (636) 978-3741 (home)

(FOUO) Mr. Bath: (314) 232-2427 (work) / (636) 928-3522 (home)

(FOUO) Mr. Buran: (314) 232-5666 (work) / (636) 230-6993 (home)

**A4.5.18. F-16:**

(Actual emergencies only)

24 HOURS: Call Lockheed Fort Worth Company: DSN 940-1284, Comm (817) 935-5011

POCs:

(FOUO) Mr Gwynne: (817) 935-4470 (work) / (817)261-9949 (home)

(FOUO) Mr Smith: (817) 935-4432 (work) / (817) 448-9119 (home)

(FOUO) Mr Worell: (817) 935-4430 (work) / (817) 282-1259 (home)

(FOUO) Mr Thorn: (817) 935-4431 (work) / (817) 346-7090 (home)

(FOUO) Mr Jennings (817)935-4434 (work) / (817) 249-4433 (home)

(Inquiries and simulated emergencies)

Call POC directly or Lockheed Fort Worth Company Plant Operator: (817) 777-2000, then dial 1 and the last 5 digits of the work phone number listed above.

**A4.5.20. H-1/H-53/H-60:**

24 HOURS: Call WR-ALC Command Post: DSN 497-2612/13/14/15. PACAF theater preface DSN with 312

POCs:

(FOUO) Lt Col David French (H-1/H-53/H-60): DSN 468-2372 (work) / (478) 988-0427 (home)

(FOUO) Maj O'nan (H-60): DSN 468-7010 (work) / (478) 929-1102 (home)

(FOUO) Dr. Christian (H-60): DSN 468-9343 (work) / (912) 953-2647 (home)

(FOUO) Mr. Smithers (H-60): DSN 468-7248 (work) / (912) 923-5654 (home)

(FOUO) Mr. Stanley (H-60): DSN 468-1921 (work) / (912) 922-7524 (home)

(FOUO) Mr. Tom Bethune: DSN 468-2372 (work) / (478) 988-3018 (home)

**A4.5.21. KC-10:**

Boeing: (562) 497-5812 or (562) 384-3800/3802

OC-ALC/LKRE.

DSN 884-1345/1369, comm. 405-734-1345/1369, Cell 405-850-7301/7565

Non-duty hours: Tinker Command post DSN 339-2171; comm. 405-739-2171  
(ask for KC-10 Program manager)

**A4.5.22. KC-135:**

Boeing: IN-FLIGHT EMERGENCY: 1-800-721-0422 or (206) 655-9200

OC-ALC/LC: DSN 336-7755, comm. 405-736-7755

Non-duty hours: Tinker Command post DSN 339-2171; comm. 405-739-2171  
(ask for KC-135 Program manager)

**A4.5.24. RQ-1:**

DUTY HOURS:

Call GA-ASI, ISAFAP, NV at Commercial (702) 879-3245 to declare a "Predator Conference Hotel."  
Ask for POC

NON-DUTY HOURS:

Call 57 WG Command Post, DSN 682-1859, Commercial (702) 652-1859 and declare a "Predator Conference Hotel." Ask for a connection to the POC.

POCs:

Primary: Mr Dave Bedard

Alternate: Mr Orival Greenfield

**A4.5.25. T-1:**

DUTY HOURS:

Call Beechcraft Corporation, Wichita, Kansas. Ask for head of engineering. Commercial (316) 676-8778/7937

NON-DUTY HOURS:

Call Beechcraft Corporation Security. Commercial (316) 676-5300/ 5301. Ask for Beechcraft engineers.

State: "THIS IS A CONFERENCE HOTEL CALL"

**A4.5.26. T-6:(added)**

DUTY HOURS:

Call Beechcraft Corporation at (316) 676-8778/7937, ask for a head of engineering.

NON-DUTY HOURS:

Call Beechcraft Corporation Security at (316) 676-5300/5301, ask for Beechcraft engineers.

State: "THIS IS A CONFERENCE HOTEL CALL"

A4.5.26. - A4.5.29. is renumbered to A4.5.27. - A4.5.30.

**A4.5.27. T-37:**

DUTY HOURS:

Call DSN 487-5031 POC: James Cannon

Alternate: Call Ogden ALC: DSN 777-6056 or DSN 586-3265

State: "THIS IS A CONFERENCE HOTEL CALL"

NON-DUTY HOURS Call in order:

(FOUO) Mr. James Cannon: (830) 663-4757 (home)

(FOUO) Mr. Joe Mcfarlane: (801) 876-3160 (home)

(FOUO) Mr. Brett Hamblin: (801) 782-8157 (home)

**A4.5.28. T/AT-38/T-38C:**

DUTY HOURS:

Call DSN 487-5031 POC: James Cannon

Alternate: Call Ogden ALC: DSN 777-6056 or DSN 586-3265

State: "THIS IS A CONFERENCE HOTEL CALL"

NON-DUTY HOURS call in order:

(FOUO) Mr. James Cannon: (830) 663-4757 (home)

(FOUO) Mr. Joe Mcfarlane: (801) 876-3160 (home)

(FOUO) Mr. Brett Hamblin: (801) 782-8157 (home)

**A4.5.29. T-43:**

24 HOURS: Call Boeing Inflight Emergency Center at DSN 743-5687/1110, commercial (800) 721-0422 or (206)-655-9200.

POC: Mr Bob Snellenberg

Mr Dave VanWinkle.

Routine non-emergency assistance call (316) 526-2180